

CITY OF VANCOUVER
REGULAR COUNCIL MEETING

A Regular Meeting of the Council of the City of Vancouver was held on Tuesday, August 31, 1976, in the Council Chamber commencing at 9:30 a.m.

PRESENT: Mayor Phillips
Aldermen Bird, Boyce, Harcourt, Kennedy,
Marzari, Rankin, Sweeney and
Volrich

ABSENT: Alderman Bowers
Alderman Cowie (Civic Business)

CLERK TO THE COUNCIL: D.H. Little

PRAYER

The proceedings in the Council Chamber were opened with prayer.

'IN CAMERA' MEETING

The Council was advised that there were matters to be considered 'In Camera' later this day.

ADOPTION OF MINUTES

MOVED by Ald. Bird,
SECONDED by Ald. Sweeney,

THAT the Minutes of the Regular Council Meeting of August 24, 1976, with the exception of the 'In Camera' portion, be adopted.

- CARRIED UNANIMOUSLY

COMMITTEE OF THE WHOLE

MOVED by Ald. Sweeney,
SECONDED by Ald. Bird,

THAT this Council resolve itself into Committee of the Whole, Mayor Phillips in the Chair.

- CARRIED UNANIMOUSLY

UNFINISHED BUSINESS

1. Grant to Hellenic School
Parents' Association

It was agreed to defer consideration of this matter, pending the hearing of delegations later this day.

2. Fluoridation

City Council on August 24, 1976, passed the following motion with respect to fluoridation:

"THAT Council recommend that the G.V.R.D. hold evening public meetings on the issue of fluoridation alternatives suggested by the Mayor and Alderman Rankin;

FURTHER THAT Alderman Rankin's motion and the Mayor's memo be tabled for one week, pending the G.V.R.D.'s reply to Council's request."

The Council noted Minutes from the Administration Board of the Greater Vancouver Water District dated August 25, 1976, concerning the subject, wherein reference was made to a direction by the Board that staff compile full information on fluoridation for report back within 60 days. The motion of Council dated August 24, 1976, was tabled by the Greater Vancouver Water District.

cont'd....

UNFINISHED BUSINESS (cont'd)

Fluoridation (cont'd)

MOVED by Ald. Bird,

THAT the Greater Vancouver Regional District be informed the City of Vancouver is in favour of holding a plebiscite on fluoridation as soon as possible.

- CARRIED

(Alderman Kennedy opposed)

MOVED by Ald. Volrich,

THAT the foregoing motion by Alderman Bird be deferred until the Greater Vancouver Water District has received and considered the report on fluoridation being compiled by its staff.

- LOST

(Aldermen Bird, Harcourt, Kennedy, Marzari, Rankin, Sweeney and the Mayor opposed)

COMMUNICATIONS OR PETITIONS

1. Increased Parking Rates
Queen Elizabeth Theatre

The Council received the following letter dated August 17, 1976, from the Secretary of the Civic Auditorium Board:

"I wish to inform you of the following extract from the Minutes of the Vancouver Civic Auditorium Board meeting held on August 13, 1976:

'The City Clerk submitted a communication advising of Council's action in increasing parking rates in City-owned parking lots including the Queen Elizabeth Theatre garage, but subject in that case to the approval of the Civic Auditorium Board.

The change in rates proposed for the Queen Elizabeth Theatre are as follows:

| <u>Hourly</u> | <u>Day</u> | <u>Night</u> | <u>Monthly</u> |
|-----------------------------|--|--------------|---------------------|
| 15¢ to 20¢ per half hour | \$2.00 to 2.25 Matinee Rate 75¢ to \$1.00 | No change | \$22.00 to 35.00 |

The Auditorium Board expressed approval of the proposed increased rates except in the case of the monthly increased rate. It was noted that a large number of monthly parkers are workers in the general area and are finding it difficult now to meet the existing rate and an increase to \$35.00 could add to the present monthly vacancy position.

The Auditorium Board recommends to Council that the monthly increase be from \$22.00 to \$30.00 in view of the nature of parking in the Queen Elizabeth Theatre garage.' "

MOVED by Ald. Harcourt,

THAT the foregoing recommendation of the Civic Auditorium Board be approved.

- CARRIED UNANIMOUSLY

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COMMUNICATIONS OR PETITIONS (cont'd)

2. Fire By-law Amendments -
Request for Postponement

Council noted a letter dated August 30, 1976, from the Committee of Tenants at 1101 Nicola Street requesting that Council postpone consideration of amendments to the Fire By-law which was to be considered by Council later this day.

The organization requested that it be given an opportunity to speak this day should Council not decide to postpone the matter.

MOVED by Ald. Harcourt,

THAT consideration of amendments to the Fire By-law and the Building By-law be deferred to the next meeting of Council to give the Committee of Tenants at 1101 Nicola Street and others an opportunity of studying the By-laws.

- CARRIED UNANIMOUSLY

CITY MANAGER'S AND OTHER REPORTS

A. MANAGER'S GENERAL REPORT
AUGUST 27, 1976

Works & Utility Matters
(August 27, 1976)

The Council considered this report which contains two clauses identified as follows:

- Cl. 1: Watermain Installations - 1976 Capital Budget
- Cl. 2: Tender #56-76-1 - Automotive Gasoline and Diesel Fuel

Clauses 1 and 2

MOVED by Ald. Harcourt,

THAT the recommendations of the City Manager contained in Clauses 1 and 2 be approved.

- CARRIED UNANIMOUSLY

Building & Planning Matters
(August 27, 1976)

The Council considered this report which contains eight clauses identified as follows:

- Cl. 1: Development of Shaughnessy, Elliott and Gladstone Street Ends
- Cl. 2: Retention of Dwelling Unit - 5205 Spencer
- Cl. 3: D.P.A. - 1195 West 7th Avenue (Fairview Slopes)
- Cl. 4: D.P.A. - 8385 St. George Street - Keylock Truck Fuelling Station
- Cl. 5: Strata Title Application - Conversion 4115-4117 West 16th Avenue
- Cl. 6: Extension of Conditions - Rezoning of S/S West 2nd Avenue between Sasamat and Trimble and E/S of Sasamat North of 4th Avenue
- Cl. 7: Extension of Conditions - Rezoning of Yew and S.W. Marine Drive overlooking the Marine Drive Golf Course
- Cl. 8: Private Driveway Access between 6th and 7th Avenues

Development of Shaughnessy, Elliott
and Gladstone Street Ends (Clause 1)

MOVED by Ald. Kennedy,

THAT the recommendation of the City Manager contained in this Clause be approved.

- CARRIED UNANIMOUSLY

CITY MANAGER'S AND OTHER REPORTS (cont'd)

Building & Planning Matters
(August 27, 1976) (cont'd)

Retention of Dwelling Unit -
5205 Spencer (Clause 2)

It was agreed to defer consideration of this Clause pending the hearing of delegations later this day. See page 10.

D.P.A. - 1195 West 7th Avenue
(Fairview Slopes) (Clause 3)

MOVED by Ald. Harcourt,
THAT the recommendation of the City Manager contained in this Clause be approved.

- CARRIED UNANIMOUSLY

D.P.A. - 8385 St. George Street -
Keylock Truck Fuelling Station
(Clause 4)

Council was advised that Gulf Oil Canada Limited and the Automotive Retailers' Association wish to address the Council on this Clause this day.

MOVED by Ald. Rankin,
THAT the foregoing delegations be heard.

- CARRIED UNANIMOUSLY

The Council then heard and received a submission from Mr. W. G. Rodden of Gulf Oil Canada Limited, supporting its application for a keylock truck fuelling station at 8385 St. George Street.

Mr. Wells, representing the Automotive Retailers' Association, spoke against the distribution of gasoline at the facility, but had no objections to the distribution of diesel fuel.

During debate on this matter, it was stated that permission had been granted for a similar facility at Terminal and Main Street.

MOVED by Ald. Rankin,
THAT the development permit for the keylock truck fuelling station at 8385 St. George Street be approved, in respect of diesel fuel only.

(Amended)

MOVED by Ald. Boyce in amendment,
THAT the following words be added to the motion by Alderman Rankin:

"and that an attendant be on duty throughout the operation of the fuelling station."

- CARRIED

(Aldermen Harcourt, Volrich and the Mayor opposed)

The motion as amended and reading as follows was put and CARRIED:

"THAT the development permit for the keylock truck fuelling station at 8385 St. George Street be approved, in respect of diesel fuel only and that an attendant be on duty throughout the operation of the fuelling station."

(Aldermen Bird, Sweeney and the Mayor opposed)

CITY MANAGER'S AND OTHER REPORTS (cont'd)

D.P.A. - 8385 St. George Street -
Keylock Truck Fuelling Station
(Clause 4) (cont'd)

MOVED by Ald. Kennedy,

THAT the City Manager report on the keylock-type fuelling station at Terminal and Main Street and if a license has not yet been granted, such license be withheld until consideration of the matter by Council.

- CARRIED

(Mayor Phillips opposed)

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The Council recessed at approximately 10:55 a.m. and following an 'In Camera' meeting in Committee Room No. 3, reconvened in open session at 11:30 a.m.

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CITY MANAGER'S AND OTHER REPORTS (Cont'd)

Building & Planning Matters
(August 27, 1976) (Cont'd)

Clauses 5 - 8 inclusive

MOVED by Ald. Harcourt

THAT the recommendations of the City Manager, as contained in Clauses 5, 6, 7 and 8, be approved.

- CARRIED UNANIMOUSLY

Fire and Traffic Matters
(August 27, 1976)

Transit Matters - Bus Stops and
Relocation of Bus Terminus.
(Clause 1)

MOVED by Ald. Harcourt

THAT the recommendation of the City Manager, as contained in this clause, be approved.

- CARRIED UNANIMOUSLY

Finance Matters
(August 27, 1976)

The Council considered this report which contains three clauses identified as follows:

- Cl. 1: Assessment and Taxation of Certain City-Owned Property
- Cl. 2: False Creek Residential Ground Leases
- Cl. 3: Purchase of Steinway Grand Piano for the Orpheum Theatre

Clauses 1 and 2.

MOVED by Ald. Volrich

THAT the recommendations of the City Manager, as contained in Clauses 1 and 2, be approved.

- CARRIED UNANIMOUSLY

CITY MANAGER'S AND OTHER REPORTS (Cont'd)

Finance Matters
(August 27, 1976) (Cont'd)

Purchase of Steinway Grand Piano
for the Orpheum Theatre.
(Clause 3)

MOVED by Ald. Bird
THAT the purchase of a Steinway Concert Grand Piano for the
Orpheum Theatre be approved, subject to the City Purchasing
Agent negotiating, on behalf of the City, the most favourable
purchase price possible.

- CARRIED

(Ald. Harcourt and Rankin opposed)

Property Matters
(August 27, 1976)

Demolitions - Various
(Clause 1)

MOVED by Ald. Harcourt
THAT this clause be received for information.

- CARRIED UNANIMOUSLY

B. Water Street
Beautification Project.
(August 26, 1976)

MOVED by Ald. Harcourt
THAT this report of the City Manager, be received for
information.

- CARRIED UNANIMOUSLY

C. Mobile Equipment -
Pacific Centre Garage.
(August 23, 1976)

MOVED by Ald. Volrich
THAT the recommendation of the City Manager, as contained
in this report, be approved.

- CARRIED UNANIMOUSLY

D. Sale of Property
(Nth. Side of Adanac at Kootenay St.)
(West 5th Avenue at Fir Street)
(August 23, 1976)

MOVED by Ald. Volrich
THAT the recommendation of the City Manager, as contained
in this report, be approved.

- CARRIED UNANIMOUSLY

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CITY MANAGER'S AND OTHER REPORTS (Cont'd)

- E. Supply and Delivery of Vitrified
Clay Sewer Pipe and Fittings.
(August 27, 1976)

MOVED by Ald. Harcourt

THAT the recommendation of the City Manager, as contained
in this report, be approved.

- CARRIED UNANIMOUSLY

- F. Project Turn Down Traffic Volume -
City-sponsored Carpool Parking Incentives.
(August 27, 1976)

MOVED by Ald. Volrich

THAT the recommendation of the City Manager, contained in
this report be approved, subject to the concurrence of the
Downtown Parking Corporation.

- CARRIED UNANIMOUSLY

- I. Report of Standing Committee
on Housing and Environment,
August 26, 1976

The Council considered this report which contains two
clauses identified as follows:

- Cl. 1: Housing Registry and Relocation Services
Cl. 2: L.I.P. Grant Program - Marpole-Oakridge
Area Council

Housing Registry & Relocation Services
(Clause 1)

MOVED by Ald. Harcourt

THAT recommendation 'A' of the Committee, as contained in
this clause, be approved.

- CARRIED UNANIMOUSLY
AND BY THE REQUIRED
MAJORITY.

MOVED by Ald. Harcourt

THAT the Minister of Housing and the Minister of Human
Resources be requested to meet with the Standing Committee on
Housing and Environment in Vancouver for joint discussions on
the future of housing registry and relocation services in the
City.

- CARRIED UNANIMOUSLY

L.I.P. Grant Program - Marpole-Oakridge
Area Council.
(Clause 2)

MOVED by Ald. Harcourt

THAT the recommendation of the Committee, as contained in
this clause, be approved.

- CARRIED UNANIMOUSLY

CITY MANAGER'S AND OTHER REPORTS (Cont'd)

II. Report of Standing Committee
on Finance & Administration,
August 26, 1976

The Council considered this report which contains three clauses identified as follows:

- Cl. 1: Festival Concert Society - Cultural Grant Request
- Cl. 2: Harbour Park Plebiscite Wording
- Cl. 3: 1977-81 Five Year Plan Ballots

Festival Concert Society -
Cultural Grant Request.
(Clause 1)

MOVED by Ald. Volrich

THAT this clause be received for information.

- CARRIED UNANIMOUSLY

Harbour Park Plebiscite Wording
(Clause 2)

MOVED by Ald. Volrich

THAT recommendation 'A' of the Committee, as contained in this clause, be approved.

- (amended)

MOVED by Ald. Kennedy (in amendment)

THAT the amount of the taxes on the site be removed from the total amount included in the ballot.

- CARRIED

(Ald. Bird, Harcourt, Sweeney and Volrich opposed)

MOVED by Ald. Marzari (in amendment)

AND THAT the amount of the demolition costs on the site be removed from the total amount included in the ballot.

- LOST

(Ald. Bird, Harcourt, Rankin, Sweeney, Volrich and the Mayor opposed)

The amendment by Alderman Kennedy having carried, Alderman Volrich's motion, with the application of the amendment of Alderman Kennedy, and reading as follows, was so put and CARRIED

'MOVED by Ald. Volrich

THAT the following wording be approved for the Harbour Park site ballot:

"Do you wish to have the City retain its ownership of the Harbour Park site between Gilford and Denman Streets by the use of \$4,731,500 from reserve funds?"

FURTHER THAT the City Clerk be instructed to take all necessary action to place this plebiscite before the electorate concerned.'

(Ald. Bird opposed)

Underlining denotes amendment

CITY MANAGER'S AND OTHER REPORTS (Cont'd)

Report of Standing Committee
on Finance and Administration
(August 26, 1976) (Cont'd)

1977-81 Five-Year Plan Ballots.
(Clause 3)

Council also had before it for consideration a report of the City Manager, dated August 27, 1976, submitting the revised wording of the ballot as agreed to by the Standing Committee on Finance and Administration dated August 26, 1976. The City Manager recommended approval of the revised wording.

MOVED by Ald. Volrich

THAT recommendations 'A' and 'B' of the Committee, as contained in this clause, be approved;

FURTHER THAT the recommendation of the City Manager, as contained in his report dated August 27, 1976, be approved.

- - - - - CARRIED UNANIMOUSLY

The Council recessed at 12.00 noon, to
reconvene in the Council Chamber at 2.00 p.m.

- - - - -

The Council, in Committee of the Whole, reconvened in the Council Chamber at 2.00 p.m., with Mayor Phillips in the Chair and the following members present:

PRESENT: Mayor Phillips
Aldermen Bird, Boyce, Harcourt,
Kennedy, Marzari, Rankin,
and Sweeney.

ABSENT: Alderman Cowie (Civic Business)
Aldermen Bowers and Volrich.

CLERK TO THE COUNCIL: D.H. Little.

UNFINISHED BUSINESS & DELEGATIONS

1. Grant to Hellenic School
Parents Association

At the Council Meeting on August 24, 1976, a motion to approve an amount to the Hellenic School Parents Association was lost, not having received the required majority. However, the Mayor agreed that this grant be considered at today's meeting.

Mr. Capadoukas, representing the Hellenic Community of Vancouver, addressed Council and explained the objectives of this Society which are, in part, to help persons understand the Greek Orthodox faith and encourage harmony and understanding of all people in Canada, in addition to their social and recreational activities. This Association has been in existence since 1927. He opposed a grant to the Hellenic School Parents Association on the grounds that this would encourage splinter groups within the Greek community, which, in the opinion of the Hellenic Community, should be unified into one organization within the multi-cultural society in Vancouver.

Cont'd...

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UNFINISHED BUSINESS & DELEGATIONS (Cont'd)

Grant to Hellenic School
Parents Association (Cont'd)

Mr. A. Evans, representing the Hellenic School Parents Association filed a brief and addressed Council urging support of their request that Council fund an additional interpreter for the Hellenic Cultural Community Centre Office. He indicated that this office currently has five hundred files operative, with many of these people returning two to five times.

Two other members of the Greek community also addressed Council in support of the Hellenic School Parents Association grant request.

MOVED by Ald. Rankin

THAT Council defer a vote on the grant request of the Hellenic School Parents Association until such time as all members of Council are present.

- CARRIED

(Ald. Bird and Kennedy opposed)

CITY MANAGER'S REPORT AND DELEGATIONS (Cont'd)

Building and Planning Matters
(August 27, 1976) (Cont'd)

5205 Spencer Street - Retention
of Dwelling Unit.
(Clause 2)

In accordance with Council policy, Mr. J. Shepherd and Mr. J. Pires appeared before Council to appeal the decision of the Hardship Committee to refuse Mr. Shepherd's application that this illegal accommodation be retained. Both Mr. Pires and Mr. Shepherd appealed to Council to reverse the decision of the Hardship Committee. Mr. Pires advised that he has been unemployed for six months, has four children and would find it extremely difficult to maintain his household without the income from the illegal suite.

A representative of the Department of Permits and Licenses answered various questions put to him by Council, with respect to this application. He advised that Mr. Pires had previously applied for retention of this suite on the basis of hardship and that this had been approved.

MOVED by Ald. Rankin

THAT Mr. Pires make a further application to the Hardship Committee to permit retention of the illegal accommodation in his residence at 5205 Spencer Street, and that Council advise the Hardship Committee that it is its wish that the Committee take a favourable view of this application.

- LOST

(Ald. Bird, Boyce, Harcourt, Kennedy, Sweeney and
the Mayor opposed)

Cont'd...

CITY MANAGER'S REPORT & DELEGATIONS (Cont'd)

5205 Spencer Street - Retention
of Dwelling Unit.

(Clause 2) (Cont'd)

MOVED by Ald. Rankin

THAT the illegal dwelling unit at 5205 Spencer Street be retained for a further period of one year.

- LOST

(Ald. Bird, Boyce, Kennedy, Sweeney and the Mayor opposed)

No further action was taken on this clause.

COMMUNICATION AND UNFINISHED BUSINESS

Improvements to Boundary Road
at Kingsway.

The City Clerk distributed a letter received this day from the Corporation of the District of Burnaby on the matter of the widening of Boundary Road at Kingsway. Attached to the letter was a report from the Municipal Engineer, containing the following recommendations which the Burnaby Council had adopted.

- " 1. THAT the City of Vancouver be asked to proceed immediately with the improvements to Boundary Road between Kingsway and Thurston Street, as geometrically modified on the attached sketch, and including the widening of the B.C. Hydro Railway underpass to four lanes with 50/50 cost sharing as previously agreed upon.
2. THAT the two Councils continue to discuss and resolve the whole question of the remainder of Boundary Road between 29th Avenue and Marine Drive."

The City Engineer addressed Council and suggested that, should Council not wish to proceed with the widening of the south side of Boundary Road at this time, he could not give assurance that the contractor would be willing to go ahead on the basis of merely proceeding with the widening of the north side of Boundary Road. He further indicated that the proposed re-design may have to go back to tender and will also involve extra work, costs, etc. He, therefore, recommended that Council approve the revised intersection plan as submitted by Burnaby on August 16, 1976, which modified the design on the south side adjacent to the park without affecting any trees, and proceed with same

MOVED by Ald. Harcourt

THAT recommendations '1' and '2' of Burnaby Council, as quoted above, be approved.

-(carried unanimously)

MOVED by Ald. Bird (in amendment)

THAT Council approve the widening of the south side of Boundary Road at Kingsway, as amended by Burnaby, to avoid affecting the trees in Central Park, proceeding concurrently with the proposed widening of the north side of Boundary Road at Kingsway.

- LOST

(Ald. Harcourt, Marzari, Rankin and Sweeney opposed)

The amendment having lost, the motion of Alderman Harcourt was put and CARRIED UNANIMOUSLY

RISE FROM COMMITTEE OF THE WHOLE

MOVED by Ald. Harcourt
THAT the Committee of the Whole rise and report.
- CARRIED UNANIMOUSLY

MOVED by Ald. Harcourt
SECONDED by Ald. Rankin
THAT the report of Committee of the Whole be adopted.
- CARRIED UNANIMOUSLY

BY-LAWS

1. BY-LAW TO AMEND BY-LAW NO. 3575,
BEING THE ZONING AND DEVELOPMENT
BY-LAW (Area Bounded by Foster,
Tyne, Euclid and Melbourne Streets)

MOVED by Ald. Bird
SECONDED by Ald. Boyce,
THAT the By-law be introduced and read a first time.
- CARRIED UNANIMOUSLY

The By-law was read a first and the Presiding Officer
declared the By-law open for discussion and amendments.

There being no amendments, it was

MOVED by Ald. Bird
SECONDED by Ald. Boyce,
THAT the By-law be given second and third readings and the
Mayor and City Clerk be authorized to sign and seal the By-law.
- CARRIED UNANIMOUSLY

2. BY-LAW TO AUTHORIZE AN AGREEMENT BETWEEN
THE CITY OF VANCOUVER AND THE CORPORATION
OF DELTA RESPECTING THE OPERATION IN THE
CORPORATION OF DELTA OF A DISPOSAL GROUND
FOR GARBAGE AND REFUSE

MOVED by Ald. Bird,
SECONDED by Ald. Harcourt,
THAT the By-law be introduced and read a first time.
- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer
declared the By-law open for discussion and amendments.

There being no amendments, it was

MOVED by Ald. Bird,
SECONDED by Ald. Harcourt,
THAT the By-law be given second and third readings and the
Mayor and City Clerk be authorized to sign and seal the By-law.
- CARRIED UNANIMOUSLY

BY-LAWS (Cont'd)

3. BY-LAW TO AMEND BY-LAW NO. 2952,
BEING THE PARKING METER BY-LAW

MOVED by Ald. Harcourt
SECONDED by Ald. Marzari,
THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer declared the By-law open for discussion and amendments.

There being no amendments, it was

MOVED by Ald. Harcourt
SECONDED by Ald. Marzari,
THAT the By-law be given second and third readings and the Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

4. BY-LAW TO VARY THE AMOUNTS AUTHORIZED TO BE
BORROWED FOR URBAN RENEWAL PROJECTS UNDER
THE 1966-1970 FIVE YEAR PLAN SO AS TO PROVIDE
FUNDS TO BE USED FOR NEIGHBOURHOOD IMPROVE-
MENT PROJECTS

MOVED by Ald. Bird
SECONDED by Ald. Rankin
THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer declared the By-law open for discussion and amendments.

There being no amendments, it was

MOVED by Ald. Bird
SECONDED by Ald. Rankin
THAT the By-law be given second and third readings and the Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

MOTIONS

A. Closing, Stopping Up, Conveyancing
and Sudividing.
(Lane South of Nelson, East from Bute)

MOVED by Ald. Harcourt
SECONDED by Ald. Bird,
THAT WHEREAS

- (1) The City of Vancouver is the owner of all the streets and lanes lying within the limits of the City of Vancouver;
- (2) The assembly of a School site and Park site (Nelson Park) requires the closure of portion of the lane south of Nelson Street easterly from Bute Street;

MOTIONS (Cont'd)

Closing, Stopping Up, Conveyancing
and Subdividing.
(Lane South of Nelson, East from Bute) (Cont'd)

THEREFORE BE IT RESOLVED THAT all that portion of lane dedicated by the deposit of Plan 92, lying between the south-westerly productions of the northwesterly limit of Lot 10, and the northwesterly limit of Lot 5, all of Block 22, District Lot 185, Plan 92, the same as shown outlined red on plan prepared by Irvine Jones, B.C.L.S., dated April 22, 1976, and marginally numbered LF 7650, a print of which is hereunto annexed, be closed and stopped up. The portion of the lane so closed lying within the School site to be conveyed to the School Board and title taken to the remainder of the portion of lane so closed; and

FURTHER BE IT RESOLVED THAT the portion of lane now closed be subdivided with the abutting lands.
- CARRIED UNANIMOUSLY

B. Closing, Stopping Up, Conveyancing
and Subdividing (Lane South of Argyle
East of Balmoral)

MOVED by Ald. Harcourt
SECONDED by Ald. Bird
THAT WHEREAS

- (1) The City of Vancouver is the owner of all the streets and lanes lying within the limits of the City of Vancouver;
- (2) A portion of the lane adjacent to Lot 18, Block 3, District Lot 728 (Fraserview), Plan 14623 is no longer required for lane purposes;
- (3) The owner of said Lot 18 has made application to acquire a portion of this lane;

THEREFORE BE IT RESOLVED THAT all that portion of lane dedicated by the deposit of Plan 8393 adjacent to Lot 18, Block 3, District Lot 728 (Fraserview), Plan 14623 as shown outlined red on plan sworn to by A.R. Turner, B.C.L.S., on August 3, 1976, a print of which is attached hereto, be closed, stopped up, conveyed to the owner of said Lot 18 and subdivided with the said Lot 18.
- CARRIED UNANIMOUSLY

C. Allocation of Land for Lane
Purposes (2079 West 4th Avenue)

MOVED by Ald. Harcourt
SECONDED by Ald. Bird
THAT WHEREAS the registered owner has conveyed to the City of Vancouver, for lane purposes, the following described lands:

North 2 feet of Lot 35 except the South 7 feet, now road, Block 235, District Lot 526, Plan 590, the same as shown outlined red on a plan prepared by A. Burhoe, B.C.L.S., dated August 20, 1976, and marginally numbered LF 7834, a print of which is hereunto annexed.

(2079 West 4th Avenue);

AND WHEREAS it is deemed expedient and in the public interest to accept and allocate the said lands for lane purposes;

THEREFORE BE IT RESOLVED THAT the above described lands so conveyed be, and the same are hereby accepted and allocated for lane purposes, and declared to form and constitute portions of lane.
- CARRIED UNANIMOUSLY

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NOTICE OF MOTION

The following Notices of Motion were submitted and recognized by the Chair:

1. Charter Amendments re Local
Improvement Plebiscites.

MOVED by Ald. Marzari
SECONDED by Ald. Rankin

THAT:

- (1) Council request the necessary changes in the Vancouver Charter to allow for local improvement plebiscites in local communities for purposes other than capital expenditures, including provision for social expenditures such as community offices.
- (2) Such referendums to allow property owners and tenants to vote.

Possible guidelines for Council selecting which groups or communities to recognize.

1. Monies to be raised would not exceed \$50,000.
2. That purposes for monies be spelt out clearly to Council and in the referendum to the community.
3. That 500 signatures and addresses of residents be required before Council gives permission for such plebiscites.
4. That such neighbourhood offices would be expected to house city staff delegated by the city to the community (i.e. Local Area Planning Staff).
5. That local groups delegated by the city to manage such neighbourhood offices assume a contract with the city guaranteeing that:
 - (a) they are incorporated as non-profit societies;
 - (b) their constitutions assure open membership at minimum fee to the community;
 - (c) well-publicized annual general meetings are held in the community.
6. That Council have the prerogative to cancel any agreement if a society does not abide by the above understandings.
7. That referendums be held simultaneously with civic elections so as to reduce costs and regularize the procedure.

(Notice)

NOTICE OF MOTION (Cont'd)

2. Use of Campaign Signs

MOVED by Ald. Boyce

WHEREAS many years of effort, time and dollars have been spent in the preparation and adoption of a Sign By-law for the City of Vancouver;

AND WHEREAS the sign industry and business community, acting as good corporate citizens, are co-operating in the scheduled removal and/or modifications of many major signs judged to be in contravention of said By-law mostly on aesthetics;

AND WHEREAS the type of signs used during election campaigns are subject to no such controls and constitute one of the most noxious forms of environmental pollution and subsequent litter;

THEREFORE BE IT RESOLVED THAT this Council set an example of equally good citizenship by demonstrating its stated principle of improving the environment through the elimination and/or modification of all signs, not only by the restrictions imposed on industry and other individuals through the Sign By-law, but also by showing the same self-sacrifice by legislating against the use of all campaign signs during the forthcoming 1976 Vancouver Civic Election.

(Notice)

ENQUIRIES AND OTHER MATTERS

Alderman Harcourt advised of a letter received from the Greater Vancouver Regional Hospital District advising that the Greater Vancouver Regional District Board at its meeting on August 25, 1976, directed that all tenants in the Windermere apartments at 1148 Thurlow Street and the annexed house at 1068-76 Pendrell Street be given notice to vacate. Such notice will be given on August 31, 1976, so that the buildings should be completely vacated by December 31, 1976, and will be demolished early in 1977.

MOVED by Ald. Harcourt
SECONDED by Ald. Rankin

THAT the Greater Vancouver Regional Hospital District be advised that, in view of the decision of the Greater Vancouver Regional District Board to demolish the Windermere apartments early in 1977, it will not now be necessary to up-grade this apartment to comply with the Fire By-law.

- CARRIED UNANIMOUSLY

- - - - -

The Council adjourned at 3.30 p.m.

- - - - -

The foregoing are Minutes of the Regular Council Meeting
of August 31, 1976, adopted on September 21, 1976.

A. Phillips
MAYOR

J. H. Little
CITY CLERK

Manager's Report, August 27, 1976 (WORKS - 1)

WORKS & UTILITY MATTERS
CITY ENGINEER'S REPORT

RECOMMENDATIONS:

1. Watermain Installations - 1976 Capital Budget

The City Engineer reports as follows:

"Watermain installations or replacements are required as follows:

WATERWORKS PROJECT 611

| <u>Streets</u> | <u>From</u> | <u>To</u> |
|-----------------------|---------------|---------------------------|
| Hull Street | 19th Avenue | 170' south of 20th Avenue |
| Lakewood Street | 19th Avenue | Vanness Avenue |
| Copley Street | 19th Avenue | Walker Street - south end |
| Lane north of Vanness | Copley Street | Nanaimo Street |
| 19th Avenue | Hull Street | Gladstone Street |

Estimated Cost: \$101,000

WATERWORKS PROJECT 612

| | | |
|------------|-------------------|------------|
| Glen Drive | Grandview Viaduct | 5th Avenue |
|------------|-------------------|------------|

Estimated Cost: \$ 29,000

WATERWORKS PROJECT 613

| | | |
|------------------|---------------|-----------------|
| Quebec Extension | Pender Street | Terminal Avenue |
|------------------|---------------|-----------------|

Estimated Cost: \$ 90,000

Installations in Project 611 replace mostly old 4" steel and old 6" cast iron pipes of inadequate carrying capacity.

The Glen Drive installation is necessary for establishing a link between the upper and lower halves of pressure zone 407 along its easterly boundary, at the same time improving local fire protection and providing opportunity for service connections by new consumers.

The Quebec Extension main is required to provide fire protection for existing and proposed warehouses along the extension as well as for the rear of buildings along the west side of Main Street.

Funds for the 3 projects, totalling \$220,000, are available from Waterworks Capital Account #128/7908, 'Uncompleted Design - 1976 Unappropriated'.

I RECOMMEND that Projects 611, 612, and 613 be approved for construction and that the required \$220,000 be appropriated for this work from the 1976 Water-Works Capital Budget, Account #128/7908, 'Uncompleted Design - Unappropriated'."

The City Manager RECOMMENDS that the foregoing report be approved.

2. Tender No. 56-76-1 Automotive Gasoline & Diesel Fuel

The City Manager submits the following report of the City Engineer and Purchasing Agent;

"Tenders for the above were opened on July 19th, 1976 and referred to the City Engineer and Purchasing Agent for report. The officials concerned report as follows:

A working copy of the tabulation is on file in the office of the Purchasing Agent. Six bids were received and the bid numbers refer to the order of the bids in ascending order of price. Local content does not change the order of the bids. This tender called for a discount price structure based upon the prevailing posted tank truck price; and gave the bidders the option of offering a fixed discount price structure for a one, two or three year period. Four of the bidders offered a one year option, one bidder offered a one or two year option and one bidder offered a one, two, or three year option.

Cont'd . . .

Clause 2 Cont'd

Funds for these purchases are provided in the General Revenue Budget operating accounts.

1) Gasoline (land deliveries)

Prices were called for the supply of regular gasoline (with and without road tax), premium gasoline, and unleaded gasoline. The City purchases annually in excess of 1,000,000 gallons of regular gasoline and uses approximately 50,000 gallons of premium gasoline in some high performance gasoline engine equipped vehicles such as fire apparatus and motorcycles. This report recommends that the contract for the supply of gasoline be given to one bidder, rather than splitting the award for premium and regular grade gasolines, at a nominal extra cost of \$300 annually (total annual contract approximately \$590,000).

We RECOMMEND acceptance of the overall low bid to meet specifications (Bid No. 1) from Gulf Oil Canada Ltd. for the supply of gasoline for a two year period as follows:

- 1) regular gasoline @ \$0.5383/gallon for an estimated annual contract value of \$538,300.00.
- 2) regular marked (less road tax) gasoline @ \$0.4183/gallon for an estimated annual contract value of \$20,915.00.
- 3) premium gasoline @ \$0.5843/gallon for an estimated annual contract value of \$29,215.00.

2) Diesel Fuel (land deliveries)

Prices were called for the supply of either grade 2D diesel fuel or grade 1D diesel fuel. The price on the grade 1D diesel fuel was obtained for information, to establish the extra cost of the 1D diesel fuel should we be required to use this grade of fuel due to a particular engine manufacturer's requirements. The type of engines we are presently operating are designed to burn grade 2D diesel fuel.

We RECOMMEND acceptance of the low bid to meet specifications (Bid No. 1) from Pacific Petroleum Ltd. for the supply of diesel fuel for a three year period as follows:

- 1) grade 2D diesel fuel, road tax in price @ \$0.5673/gallon for an estimated annual contract value of \$113,460.
- 2) grade 2D diesel fuel, road tax not in price, @ \$0.4273/gallon for an estimated annual contract value of \$34,184.

3) Marine Requirements

At the present time the City uses premium gasoline in the Police boats and grade 2D diesel fuel in the fireboat.

We RECOMMEND acceptance of the low bid to meet specifications (Bid No. 1) from Gulf Oil Canada Ltd. for the supply of marine fuels for a two year period as follows:

- 1) premium grade gasoline @ \$0.4740 per gallon for an estimated annual contract value of \$4740.00,
- 2) grade 2D diesel fuel @ \$0.4420 per gallon for an estimated annual contract value of \$2652.00."

The City Manager RECOMMENDS that the report of the City Engineer and Purchasing Agent be approved, subject to a contract satisfactory to the Director of Legal Services.

Manager's Report, August 27, 1976 (BUILDING - 1)

BUILDING & PLANNING MATTERS

RECOMMENDATION

1. Development of Shaughnessy, Elliott and Gladstone Street Ends

The Director of Planning reports as follows:

"The purpose of this report is to report back to Council on the preliminary cost estimates and matter of funding the implementation of Shaughnessy, Elliott and Gladstone Street end projects.

BACKGROUND

Council, on December 11, 1973 approved the recommendation of the Standing Committee on Waterfront and Environment for general policy guidelines for providing maximum public access to the North Fraser River Waterfront and development for recreation purposes in conjunction with industry and housing. (See Appendix I.)

On July 9, 1974, Council endorsed the North Fraser Recreation Study and also recommended that the City of Vancouver participate and assist with cost sharing of the study.

The development of street end parks, walkways, viewpoints, etc. in a few selected locations was approved by Council on September 24, 1974. On December 17, 1974, Council further recommended in part:

- (a) The Director of Planning and the City Engineer be instructed to proceed with terms of reference for a consultant to prepare working drawings for a design of the seven street ends, to include any City land in between; with maximum development of Shaughnessy and Elliott Street ends and minimum of the remaining five: Crompton, Gladstone, Kerr, Beatrice and Jellicoe;
- (b) That expenditure of up to \$15,000 be authorized to hire a consultant for the above study, funding to come from Capital Appropriation 550-1701, Development of the Fraser River for Public Access.
- (c) That the Director of Planning in consultation with the City Engineer report back direct to Council on the cost of implementation of the study.

It is noted that the Director of Planning and the City Engineer drafted terms of reference for the design of street ends and initiated consultants to submit briefs for the preparation of detailed working drawings. However, no action was taken in order to await the completion of the North Fraser Recreation Study to avoid possible conflict and/or to take advantage of any new ideas that may arise from the study. The North Fraser Recreation Study is now completed and included in its recommendations are the development of street ends.

On May 31, 1976 the North Fraser Recreation Study Policy Committee recommended in part that the development of street end parks on Elliott, Gladstone and/or Shaughnessy Streets be designated a priority project for implementation in 1976 and that 1/3 matching funds be made available from the North Fraser Harbour Commission and the Provincial Government. (See Appendix II).

PROJECT DESCRIPTION

Planning Department staff in consultation with the Parks Board undertook a site survey and evaluation of all street ends affording recreation potential and concluded that Elliott, Gladstone and Shaughnessy should be given highest priority for implementation.

Clause #1 continued:

It is also noted that on June 21, 1976, the Parks Board Planning and Development Committee enthusiastically endorsed the above street ends project and that a working relationship be established between the Planning Department and Parks Board Staff to work out details concerning (1) terms of reference, (2) project coordination, and (3) supervision and staffing. The Parks Board also recommended that Shaughnessy Street be given the highest priority in the event of insufficient funding etc. because of its accessibility to S.W. Marine Drive, visibility from Oak Street Bridge, and proximity to a large resident and working population.

PRELIMINARY COST ESTIMATES:

Preliminary cost estimates for the three street ends (based upon sketches and site design included in Appendix III) is approximately \$120,000, subject to a further report regarding detailed project cost.

SOURCE OF FUNDING:

Funds available for the street ends project include: the City's North Arm Fraser Public Access Fund, the North Fraser Harbour Commission's North Fraser Fund, with tentative funding from the Provincial Government under the Regional Parks Act and a Local Initiatives Programme from the Federal Government. (See Appendix IV.)

Assuming a total project cost of \$120,000 and LIP and Provincial Government funding, then the distribution of funding is as follows:

| | | |
|---------------------------------|-----------|-----------|
| TOTAL PROJECT COST | - | \$120,000 |
| LESS LIP GRANT | | \$ 44,200 |
| COSTS TO BE SHARED EQUALLY..... | | \$ 75,800 |
| City of Vancouver | \$ 25,266 | |
| North Fraser Harbour | | |
| Commission | 25,267 | |
| Province of B.C. | 25,267 | \$ 75,800 |

City funds remaining in the North Arm Fraser Public Access Fund total \$32,800 after allowing for the transfer of the \$15,000 consultants' financing, which is sufficient to provide for the City's estimated share of \$25,266.

However, in the event that LIP and/or Provincial Government funding is not approved then the Director of Planning will report back to Council regarding revised project costs related to funding sources by reducing the number of street ends in the project and/or adjustments to design deletion of some facilities, etc.

STAFFING:

Design:

Detailed working drawings to be completed by Planning Department staff in consultation with the Parks Board and City Engineer.

Project Coordination:

Day-to-day coordination to be undertaken by the Planning Department and City Engineering.

Implementation:

Implementation of street ends project will be primary responsibility of the City Engineer in consultation with the Park Board. In view of the labour-intensive nature of this project it is considered that the construction of the street ends is ideally suited for a Local Initiatives Program (LIP) - estimated that a 10 man crew will be required for a six month period.

Clause #1 continued:

In the event a LIP Grant is secured from the Federal Government, the Parks Board will provide one supervisor (part-time) and one foreman (full-time) for the duration of the project.

However, if a LIP Grant is not obtained, then the Parks Board will give consideration to implementation with Parks Board crews.

COMMENTS OF THE CITY ENGINEER

There are some design details identified by the Engineering Department which conflict with existing street allowance requirements and which are therefore not acceptable. There are also some other considerations such as conflicts with existing utilities and provision for on-going maintenance which must also be resolved prior to final approval of the three schemes.

RECOMMENDATIONS

It is therefore RECOMMENDED:

- A. THAT City Council endorse in principle the proposals set out in this report.
- B. THAT City Council recommend to the Standing Committee on Finance that the Local Initiatives Program (LIP) application for the North Fraser Street Ends be given high priority.
- C. THAT City Council transfer \$15,000 in North Arm Fraser Access Fund Account # 550-1701 (for hiring of consultants to prepare detailed working drawings) to unappropriated account #550-7901.
- D. THAT City Council instruct the Director of Planning, in consultation with Park Board staff and City Engineering Department, to prepare detailed working drawings and to report back on detailed project costs and sources of funding which would include City funds available in North Arm Fraser Access Account #550-7901.
- E. THAT City Council instruct the Park Board and City Engineer to prepare estimates for maintenance of the street end developments based on the detailed working drawings, and report back.
- F. THAT City Council, through representation on North Fraser Recreation Study Policy Committee, urge the Provincial Government to share in funding of street ends project."

The City Manager RECOMMENDS that the recommendations of the Director of Planning be approved.

2. 5205 Spencer Street - Retention of Dwelling Unit

Mr. J. Shepherd has requested to appear before Council as a delegation with respect to a refused Hardship Application.

The Director of Permits and Licenses reports as follows:

"Our records show that on April 10, 1973, a Building Permit was issued to erect a one family dwelling. An application was made by Mr. John Pires to the Board of Variance to install a dwelling unit in the basement of the building but on March 26, 1975, this appeal was refused.

Cont'd . . .

Manager's Report, August 27, 1976 (BUILDING - 4)

Clause #2 continued:

On April 1, 1975, a Building Permit was issued to a Mr. Pires to alter the basement to provide a recreation room, bedroom, living room, bathroom and summer kitchen. Attached to this Permit is a Statutory Declaration, stating that the building will be used and occupied as a one family dwelling only.

Inspection in April of 1976 found that the basement was occupied as separate living quarters. An application was made by Mr. Pires to the Hardship Committee for the withholding of enforcement action but on May 13, 1976, this application was refused. The Committee noted that Mr. Pires was married with four dependents and while at the time of the application, was temporarily unemployed, his wife was fully employed and even after the discontinuance of the illegal accommodation, would still receive an income of \$1,104.06 per month.

On June 1, 1976, the tenant, Mr. John Shepherd, made an application to City Council under the Hardship Policy. This application was considered by the Hardship Committee and on June 28, 1976, recommended that the application be refused. The Committee noted that this applicant was married with no dependents, fully employed with an income of \$1,300 per month and that neither age nor health were factors.

It is, therefore, recommended that the decision of the Hardship Committee be endorsed and the application be refused."

The City Manager RECOMMENDS that the recommendation of the Director of Permits and Licenses be approved.

DELEGATION REQUEST THIS DAY: Mr. J. Shepherd and Mr. J. Pires.

3. 1195 West 7th Avenue - Development Permit
Application #74193 - Zone: (CRM-2) Commercial/
Multiple Dwelling District (Fairview Slopes)
Site Size: 150' x 120'

The Director of Planning reports as follows:

"Development Permit Application #74193 has been filed by Mr. P. Piccone for D.P.G. Holdings Ltd. to construct a three-storey townhouse development containing 20 dwelling units on this site located on Fairview Slopes at the north-east corner of 7th Avenue and Alder Street.

The proposed building would be at variance to the regulations of Section 1 of the CRM-2 District Schedule with respect to floor space ratio, setbacks and height. (For detailed comparison, see attachment.)

Section 3 of the CRM-2 District Schedule gives City Council the discretion to permit a building at variance to the regulations of Section 1, with Council to have due regard to the following:

- (a) The provision of private outdoor living space, daylighting, landscaping, the disposition of the required off-street parking and loading facilities, the location of the building in relation to the site and surrounding streets and buildings and its overall design.
- (b) For buildings approved under these clauses only, Council shall determine the maximum gross floor area which shall be allowed having particular regard to the factors noted above. In no case, however, shall:
 - (i) the maximum floor space ratio exceed 1.5 computed as described in Section 1.6 of the CRM-2 Multiple Dwelling District Schedule

Cont'd . . .

Clause #3 continued:

- (ii) the height of the building exceed thirty-five feet (35') nor twenty-five feet (25') measured from the centre line level of the nearest streets directly southward.

City Council on June 1, 1976 adopted the Fairview Slopes Policy Plan. With respect to height, this Plan states "The height of a building should not exceed 35' measured vertically above a hypothetical line connecting the north and south property lines: additionally the height of a building should not exceed 25' above the south property line. Height should be calculated from City building grades or all street frontages."

The development, as proposed, will be in conformity to the 35' height guidelines and the height of the building, as proposed, would be 25' above the southerly property line.

Area Planning

The Fairview Area Planner and the Area Planning Committee recommended approval of this Development Permit Application.

Urban Design Panel

The Urban Design Panel has recommended that the design as proposed be approved.

The Director of Planning recommends that this Development Permit Application be approved, thereby permitting the construction of a three-storey townhouse development containing 20 dwelling units on this site, subject to the following conditions:

- (1) Prior to the issuance of the Development Permit:
 - (a) Provision and location of garbage storage and pick-up area to be made to the satisfaction of the Director of Planning after consultation with the City Engineer and the Medical Health Officer.
 - (b) The northerly 10' of site (Lots 18, 19 & 20) to be first dedicated to the City for lane purposes and any necessary arrangements to be first entered into with the City for use of this portion of the site so dedicated.
 - (c) Any non-standard treatment of the City street to be first approved by the City Engineer.
 - (d) Excavation onto City property on Alder Street to be first approved by the City Engineer.
 - (e) An agreement permitting access at the rear for the several adjoining sites is made to the satisfaction of the City Engineer.
 - (f) Revised drawings to be submitted to the satisfaction of the Director of Planning, clearly indicating the following:
 - (i) the size of off-street parking spaces to be in accordance with Section 13(b) of the Zoning and Development By-law.
 - (ii) minimum overhead clearance height of the garage to be 7 ft.
 - (iii) finished surface of garage
 - (iv) the relationship between the proposed finished elevation at entrances and the City Building grades.

Manager's Report, August 27, 1976 (BUILDING - 6)

Clause #3 continued:

- (2) All 30 off-street parking spaces are to be provided in accordance with the approved drawings within sixty (60) days from the date of any use or occupancy of the proposed development and thereafter to be permanently maintained.
- (3) All landscaping and treatment of the open portions of the site are to be provided in accordance with the approved drawings within six months from the date of any use or occupancy of the proposed development and thereafter to be permanently maintained. "

The City Manager RECOMMENDS that the recommendation of the Director of Planning be approved.

CONSIDERATION

4. 8385 St. George Street - Development Permit Application #74287 (M-2 Zone) Keylock Truck Fuelling Station

The Director of Planning reports as follows:

"A development permit application has been received from Gulf Oil Canada to erect a fuelling Keylock installation with a 22' x 46' storage room and office. The facility will have 7 fuelling pumps consisting of 4 diesel clear, 2 regular gasoline, and 1 diesel purple (marked Key Lock pumps) located on 3 islands.

A letter was received by the Department of Permits & Licenses from Gulf Oil Canada describing the function of the proposed fuelling Keylock installation as a facility operated by the Company's Industrial Marketing Department through an independent agent. This is to provide local trucking firms with an alternative to the maintenance or installation of separate pumping facilities in their own yards. To obtain fuel from a keylock pump a trucker or trucking company must be in possession of a key which, when inserted and turned in the appropriate slot, will activate fuel flow. There will be an attendant on duty at the keylock facility during normal business hours and peak fuelling times, although not during the full 24 hour period in which the facilities will be open.

A letter of complaint dated July 24th, 1976 has been received from the Automotive Retailers Associations stating:

'In our view, keylock is simply another application of a self-service station and has a well-known history of causing problems for the City and Provincial authorities, the Oil companies involved and particularly the neighbouring conventional service station dealer.'

The concept of the keylock is that only legitimate industrial commercial and government customers of an oil company are issued keys and allowed to use it. However, in actual practice this is where the controls fail and the keylock gets converted to a self-service facility by the users; viz. - keys are duplicated and "loaned" to friends, family, employees, etc. The end result is that one sees ladies fuelling the family car, teenagers fuelling motorcycles, and many unmarked cars and pick-ups not owned by or used in the business of the contract customer using the keylock'.

Cont'd . . .

Clause #4 continued:

A Development Permit #72354 was issued for the site at the northwest corner of Terminal Avenue and Main Street to Terminal Truck Park Inc., for the construction of a 10' x 50' equipment room, the construction of a truckwash and the use of a portion of the site as truck parking with six ancillary fuelling pumps. Gulf Oil Canada have now stated that they intend to incorporate the same type of keylock operation at the Main and Terminal site.

There is no existing classification for akeylock installation in the Zoning and Department By-law. However, it is noted that the Provincial Fire Regulations treat keylocks separately from conventional service stations and self-service stations, in that a self-service and conventional station is more controlled, by having an attendant at the location at all times, whereas a keylock operation is considered a controlled private fuelling station for key holders only.

Because the proposed use is similar to a self-service gasoline service station operation, the matter is referred to City Council for consideration".

The City Manager submits the foregoing Report for the CONSIDERATION of City Council.

RECOMMENDATION

5. Strata Title Application - Conversion
4115-4117 West 16th Avenue

The Director of Planning reports as follows:

"An application has been received from the above noted 'tenants in common' to convert a wood-frame, semi-detached two-family dwelling erected in 1955, to Strata Title ownership.

N.B. See Appendix 'A' for site plan

The applicants state that each tenant has an undivided one-half ($\frac{1}{2}$) interest in the property, which was purchased on January 15, 1976. Both tenants state that they each occupy their own half of this two-family dwelling.

A search of the Land Registry records confirms the above-noted ownership and the Director of Social Planning reports there is therefore no need to canvass the occupants since they are also the owners and there is 100% agreement to convert.

The City Building Inspector reports the following results of inspections carried out to the building on June 21, 1976:

1. Small void in concrete fire separation in basement to be filled.
2. 1 hour fire separation to be provided in attic (to separate dwelling units)
3. Plumbing and electrical apparently comply with by-laws.

Further to the condition of the building, the following declaration has been received from Charles Bowman M.R.A.I.C. (Architect):

'I have inspected each of the above dwelling units on July 30, 1976. I found the units to be in good state of repair, general workmanship and finish compare favourably with the criteria as set by the Central Mortgage and Housing Corporation in 'Residential Standards 1970'.'

Clause #5 continued:

Since the existing building has been purchased by the present occupants, each having an undivided one-half ($\frac{1}{2}$) interest in the property, the Director of Planning with the concurrence of the Director of Permits and Licenses and the Director of Social Planning, RECOMMENDS that:

This application be approved thereby permitting the conversion of these premises to Strata Title ownership, subject to the following condition:

That a Certificate of Approval (Form #10) shall not be issued by the Approving Officer until these buildings substantially comply with the applicable City by-laws, to the satisfaction of the City Building Inspector and at no cost to the City."

The City Manager RECOMMENDS that the foregoing recommendation of the Director of Planning be approved.

6. Extension of Conditions re Rezoning of South Side West 2nd Avenue between Sasamat and Trimble Streets and East Side of Sasamat Street North of 4th Avenue

The Director of Planning reports as follows:

"At a Public Hearing held on May 4, 1976 Council approved the rezoning application subject to compliance to various conditions for the above-noted property. The application was to rezone from (RS-1) One Family Dwelling District to (CD-1) Comprehensive Development District for single family dwellings. Attached as Appendix A are the minutes of the Public Hearing.

Prior to the enactment of the CD-1 Bylaw the conditions listed are to be complied with and the development permit approved within 120 days from the date of the Public Hearing or the approval granted at the Public Hearing shall expire. The 120 days expires on September 4, 1976.

A letter from Mr. Barry Downs, Architect on behalf of the applicant was received on August 23, 1976 which requested a further extension of the time limit to comply with the conditions. The delay has been caused by engineering difficulties and the required on-going discussions with area residents. Attached as Appendix B is a copy of Mr. Downs letter."

RECOMMENDATION: That the time to comply with the stated conditions of May 4, 1976 be extended from September 4, 1976 to November 10, 1976.

The City Manager RECOMMENDS that the foregoing recommendation of the Director of Planning be approved.

7. Extension of Conditions of Rezoning of Yew Street and S.W. Marine Drive Overlooking the Marine Drive Golf Course

The Director of Planning recommends as follows:

"At the Public Hearing held on March 11, 1976, Council approved, subject to compliance to various conditions, the rezoning application for the above noted property from (RS-1) One Family Dwelling District to (CD-1) Comprehensive Development District, for the purpose of townhouse development. Attached as Appendix A are the minutes of the Public Hearing.

Prior to the enactment of the CD-1 Bylaw the conditions listed are to be complied with and the development permit approved within 180 days from the date of the Public Hearing or the approval granted at the Public Hearing shall expire. The 180 days expires on September 11, 1976.

A letter was received from Mr. Bruce Richmond, on behalf of the applicant dated July 28, 1976 requesting an extension due to complications arising from a neighbour granting to the City an option for 17 feet on S.W. Marine Drive for future road widening. This option has now been given and the only delay that remains is registering the plans and agreement in the Land Registry Office, which may take several weeks. See Appendix B for Mr. Richmond's letter."

RECOMMENDATION: That the time limit for conditions to be complied within, be extended from September 11, 1976 to November 10, 1976.

The City Manager RECOMMENDS that the foregoing recommendation of the Director of Planning be approved.

8. Private Driveway Access between 6th and 7th Avenues

The Director of Legal Services and the City Engineer report as follows:

"This is to seek approval for a scheme to provide access to Lots 1 to 5 and 14 to 20 of Block 294, District Lot 526, Plan 590 between 6th and 7th Avenues, east of Alder Street by way of a private driveway. The attached sketch will be helpful in following this discussion. The situation is this: the south 10 ft. of Lots 3, 4 and 5 have been dedicated as lane. But the City Engineer does not wish to create a lane in this block because such would be a deadend lane. However, the owners of Lots 14 to 20 wish to develop their property in such a way that lane access will be required. To provide this access but not so as to establish a public lane, the following arrangement has been agreed upon in principle.

As a requirement of getting a development permit, Lots 14 to 20 must dedicate the north 10 ft. thereof as lane to the City. It is proposed that these dedicated portions and the dedication portions of Lots 3, 4 and 5 be the subject of an encroachment agreement from the City in favour of Lots 14 to 20 for the purpose of blacktopping that area. The terms of this encroachment agreement are to include: the blacktopping is to be to City standards; the public is to have

Clause #8 continued:

free passage across the area; there will be no annual fee payable to the City; repairs to the lane surface and general liability created by the agreement is to be shared between the owners of Lots 14 to 20 in the following proportions: 3/7's to Lots 14, 15 and 16; 1/7 to Lot 17; 3/7's to Lots 18, 19 and 20. Also the owners will make available an area for a turn-around as indicated on the attached sketch.

To complete the lane from the dedicated portions to Alder Street, the owners of Lots 1 and 2 are allowing the south 10 ft. of their property to be blacktopped. To allow the various lots rights of passage over the south 10 ft. of Lots 1 and 2, each of the owners of the various surrounding lots will have to enter into a separate easement with the owners of Lots 1 and 2. However, these arrangements do not concern the City.

The City looks to making this lane public at some future time and so require an option over the south 10 ft. of Lots 1 and 2. This option is to be for 80 years and requires only nominal payment. However, the landowners granting this option really have no incentive to do so because they have not yet developed their property and accordingly they do not wish the optioned portion to be excluded from the floor space ratio calculations when and if these lots are developed at some time in the future. So as to ensure that the optioned portions of these lots are included within floor space ratio calculations, the option is not to be exercised by the City for twenty years or until a development permit is issued, whichever is the earlier. As well this option is to be registered prior to the private easements.

The construction costs for all the blacktopping is the subject of an agreement between the various owners and does not concern the City.

It is RECOMMENDED that the City complete the encroachment agreement and the option as outlined in this report and otherwise to the satisfaction of the City Engineer and the Director of Legal Services."

The City Manager RECOMMENDS that the foregoing recommendations be approved.

FOR COUNCIL ACTION SEE PAGE(S) 967, 908, 909
2914

MANAGER'S REPORT, August 27, 1976 FIRE - 1)

FIRE AND TRAFFIC MATTERS

RECOMMENDATION

1. Transit Matters - Bus Stops and Relocation of Bus Terminus

The City Engineer reports as follows:

" I. Bus Stop on Marine Drive

The existing bus stop pattern on Marine Drive in the vicinity of Boundary Road was established many years ago. The stops were located to service the occasional intersecting street or residence which existed at that time and yet provide a spacing of less than 1200' between stops as required by our Selective Stop Policy. Since that time, there has been sufficient development to warrant the addition of east and westbound stops at Bristol Street. These new stops would be approximately 600' east and west of the existing stops at Cromwell and Kinross Streets.

II. Bus Stop on Main Street

On Main Street, in the vicinity of 49th Avenue, the existing stops southbound are at 48th and 50th Avenues. A transfer movement has developed between the southbound Main Street service and the new 49th Avenue service. To facilitate this transfer movement, the stop on Main Street at 48th Avenue should be relocated to 49th Avenue. This represents an increase of about 120' walking distance for a small number of users.

III. Relocation of Bus Terminus from Nelson Street to Hornby Street

Fast buses from Port Coquitlam (services 933 and 980) presently terminate on the southside of Nelson Street east of Burrard Street. A map showing the present routing is attached. In order to eliminate the potentially dangerous situation of buses crossing three lanes of eastbound traffic when making left turns at Hornby Street, as would occur when Nelson Street becomes one-way eastbound, it is proposed to relocate the terminus presently on Nelson Street.

This situation has been reviewed jointly with B.C. Hydro officials and relocating the terminus to the eastside Hornby Street south of Nelson Street is most appropriate. Council's approval of a bus stop at this location is necessary before it can be used as the terminus.

To conveniently get the Fast buses to the relocated terminus, it will also be necessary to reroute them one block further south via Burrard Street, Helmcken Street and Hornby Street (see attached plan). In this regard, Council's approval is sought to designate Helmcken Street between Burrard and Hornby Streets, and Hornby Street between Helmcken and Nelson Streets, as transit routes.

Accordingly, it is RECOMMENDED that:

- A. bus stops be established on the north and south sides of Marine Drive at Bristol Street;
- B. the bus stop on the west side of Main Street at 48th Avenue be relocated to 49th Avenue;
- C. a bus stop be approved on Hornby Street at Nelson Street;
- D. Helmcken Street between Burrard and Hornby Streets, and Hornby Street between Helmcken and Nelson Streets, be designated transit routes."

The City Manager RECOMMENDS that the above report of the City Engineer be approved.

Manager's Report, August 27, 1976 (FINANCE - 1)

FINANCE MATTERS

RECOMMENDATION

1. Assessment and Taxation of
Certain City-Owned Property

The Director of Legal Services reports as follows:

"The purpose of this report is to suggest that recommendations be made to the Provincial Government in respect of certain provisions in the Assessment Act.

Under Section 396 of the Vancouver Charter, real property vested in the City has always been exempt from taxation, notwithstanding that it might be occupied by someone other than the City. Accordingly the City could, and in fact does, lease property to charitable and other types of organizations for a nominal rent which does not provide for the recovery of any taxes. Virtually all commercial and industrial sites, as well as single tenancy residential sites leased for longer than a month, are leased on the basis that the City recovers a specific amount in lieu of the taxes as part of the rent.

In 1974 the Provincial Government enacted the Assessment Act to replace the Assessment Equalization Act. Section 29 of the new Act provided that land, owned by a municipality, which is held or occupied otherwise than by or on behalf of the municipality, is liable to assessment in the name of such occupier. This section is almost identical to Section 336 of the Municipal Act and thus is unlikely to cause municipalities any problem.

On the other hand, Section 29 of the Assessment Act is applicable to the City of Vancouver and, unless something is done, it is going to cause substantial financial and administrative problems for the City, as well as some administrative and appraisal problems for the Vancouver branch of the Assessment Authority. To give an idea of the magnitude of the problem the following is a list of specific sites and general types of properties which will be affected:

Museum
P.N.E.
Art Gallery
B.C. Hydro Bus Depot
Family Court
City Housing Corporation
Collective Parking Lots
Small surface parking lots
Continental Hotel
Resources Board Units
Day Care Centres
Lawn Bowling Greens
Boys' Clubs
600 - 700 Dwelling Units
300 Hostel Units
150 Commercial and Industrial Sites
(some with multiple tenancies)
Several thousand encroachments, easements
and occupied widening strips
Proposed Chinese, Italian and Indian
Cultural Centres

Cont'd . . .

Clause #1 continued:

For the past two years Section 29 has not caused a problem because under Section 24(5) of the Act, the Assessor is not obliged to assess lands that are exempt. However, it should be understood that the Assessment Act concerns itself solely with assessments and not taxation, and the obvious companion, legislation, namely some sort of taxation act, has not yet been enacted. It is reasonably clear that a new taxation act will be presented to the Legislature in the near future, perhaps at the next session. It is also clear that such Act will make taxable everything that is assessable under the Assessment Act, i.e. the taxation provisions in the Charter will be repealed. In fact, detailed discussions have been held between the City and the Assessment Authority concerning how to deal with the problem occasioned by Section 29.

When a new taxation act is passed, the City will be faced with many administrative problems as will the Assessment Authority. In addition the City would presumably be obliged to rewrite most of our existing leases and land agreements in order that the lessee not pay taxes twice. This would involve several thousand agreements.

The major problem, however, is financial, and it is two-fold. Firstly, in every case where Council has leased land to an organization for a nominal rent, i.e. cultural centres, day care centres, recreational and charitable organizations, etc., the organization would somehow have to raise the taxes or the City would have to make grants to enable them to pay the general, school and regional district levies. The second, and perhaps most important problem, is how would the City collect the tax money from its residential, commercial and industrial lessees? As stated earlier the City now generally collects an amount in lieu of taxes monthly in advance from its lessees as part of the rent. From a collection standpoint this presents no problem. Under the anticipated new system, the lessee would be in the same position as an owner of private property, but the City does not have the security of the tax-sale provisions.

For example, a lessee could be in possession of City land for a full year before the taxes are even in arrears. If the lessee is a company which becomes bankrupt, or an individual who leaves the jurisdiction, the City collects no taxes at all, and in fact would be obliged to pay the school taxes out of general revenue. How are the taxes to be collected from a tenancy of less than a year or from a month-to-month tenant? By any analysis, a substantial amount of taxes which are now being collected would be lost.

As far as I am aware there is only one good argument that could be made in favour of retaining Section 29 in its present form, and that is uniformity; i.e. the City should be in the same position as all other municipalities. My answer is, that given the historical differences in the legislation, the City has ordered its affairs in a manner that will be very difficult to change. Furthermore, such an argument is not very compelling when the consequence is a demonstrable loss of legitimate tax revenue.

A simple solution to this problem is to amend the Assessment Act to provide that Section 29 is not applicable within the City of Vancouver.

It is therefore recommended: That Council urge the Provincial Government to amend Section 29 of the Assessment Act as indicated above, either at the next session of the Legislature, or concurrently with the introduction of any new taxation act. "

THE CITY MANAGER RECOMMENDS the foregoing report of the Director of Legal Services be approved.

Cont'd . . .

2. False Creek Residential Ground Leases

The Director of Finance and the Project Manager, False Creek Development, report as follows:
"On July 29, 1975, Council approved the terms of the residential ground leases in False Creek. Included in those terms was the provision that rent and taxes would commence upon the earlier of substantial completion of the structures, or July 1, 1976.

With respect to Lots 5, 7 and 25, which are market residential developments being developed by Frank Stanzi Construction Ltd., the City has not yet prepared the leases for presentation to the lessee.

The reasons for delay in presentation of the ground leases are numerous, related in part to the volume and complexity of the legal documents, developer delay in proceeding with design and delays occasioned by actions of developers of adjoining properties.

The construction on Lot 5 has reached the second floor (of a seven storey structure) and construction has not yet commenced on Lots 7 and 25.

It is anticipated that the lease for Lot 5 will be presented to the lessee in September and the leases for Lots 7 and 25 in October.

It is RECOMMENDED that:

- a) The ground rent and taxes for Lot 5 be waived until the earlier of the date of execution of the lease by the parties, or September 15, 1976.
- b) The ground rent and taxes for Lots 7 and 25 be waived until the earlier of the dates of execution of the leases by the parties, or October 15, 1976."

The City Manager RECOMMENDS that the foregoing recommendations of the Director of Finance and the Project Manager, False Creek Development, be approved.

CONSIDERATION

3. Purchase of Steinway Grand Piano for the Orpheum Theatre

The Manager of The Queen Elizabeth Theatre reports as follows:

"On July 13, 1976 Vancouver City Council approved an amount of \$90,900.00 for start-up costs for The Orpheum Theatre. Item (f) of the list of requirements is the purchase of two pianos for a total of \$23,300.00. In anticipation, a Steinway Grand Piano, Model D, 9 feet, has been placed on reserve in New York at a delivered price F.O.B. The Orpheum Theatre of \$21,560.50 including 7% Provincial Sales Tax. The selection date by a distinguished artist is set for September 29, 1976. Ancillary items of an artist's bench, Mobileer Transporter and Piano Cover will be a separate purchase as part of Stage Equipment and Furniture. This leaves an amount of \$1,739.50 for the purchase of the Rehearsal Piano.

The selection of the Steinway Piano rather than that of another maker is made on the basis that the majority of famous pianists are under contract to play only on a Steinway and their contracts require that a Steinway be provided for their concerts. To provide any other make of piano is futile because of the contractual arrangements of the artists.

A very few artists have contractual arrangements with other piano makers. Their local representatives provide the concert piano for them tuned and delivered to our stage.

It is recommended that the purchase of a Steinway Concert Grand Piano for The Orpheum Theatre be approved not only having consideration of the requirements of the majority of world famous pianists who will be performing in The Orpheum Theatre but also on the basis of the excellence of manufacture and fine quality of tone of the Steinway pianos.

Cont'd

Manager's Report, August 27, 1976 (FINANCE - 4)

Clause #3 continued:

Comments of the Director of Finance

The Director of Finance advises that the direct purchase of a Steinway piano from a specific supplier is not in accordance with the purchasing policies and procedures laid down by City Council, namely -

- 1) the purchase and/or arrangements for supplies and services are to be carried out by the City Purchasing Agent, not by the user departments. In this case, the Theatre Manager made preliminary arrangements with a company without the knowledge of the City Purchasing Agent.
- 2) In accordance with Council's policy, items of this nature or value are normally called for by tender. The City Purchasing Agent advises that there is sufficient time to call for tenders on the normal basis, and report to City Council the results thereof by September 21, 1976."

The City Manager submits this report for Council CONSIDERATION, noting the comments of the Director of Finance.

FOR COUNCIL ACTION SEE PAGE(S) 909-910

A-9

PROPERTY MATTERS

INFORMATION

1. Demolitions

The Supervisor of Property & Insurance reports as follows:-

"I have received and opened quotations from various contractors for demolition of the structures listed below and have awarded the contract to the low bidders as noted:-

| <u>Property</u> | <u>Project</u> | <u>Successful Bidder</u> | <u>City to Pay</u> | <u>Code No.</u> |
|---|-------------------------------|----------------------------------|--------------------|-----------------|
| 1845, 1859-1869-1881 West Georgia Street | Harbour Park Development | Merchants Contractors Ltd. | \$24,235.00 | 3725 |
| 511 East Georgia Street | Property Endowment Fund | Kayjay Wrecking Co. Ltd. | \$ 720.00 | 4749 |

The above contracts have been confirmed by the City Manager and are reported to Council for INFORMATION."

The City Manager submits the foregoing report of the Supervisor of Property & Insurance to Council for INFORMATION.

FOR COUNCIL ACTION SEE PAGE(S) 910

MANAGER'S REPORT

August 26, 1976

TO: Vancouver City Council

SUBJECT: Water Street Beautification Project

CLASSIFICATION: INFORMATION

The City Engineer reports as follows:

"The Water Street Beautification Project was completed one year ago and has resulted in a major improvement in this section of Gastown. The design of the street improvements included a number of new and innovative materials and features for road and sidewalk surfaces.

Council has been advised on other occasions that substantially higher maintenance costs are involved with these special materials. (A comprehensive report on maintenance costs for Beautification projects will be submitted later this year.) This report is to inform Council that unanticipated early maintenance is to be carried out on portions of Water Street.

When interlocking concrete pavers were selected as the roadway surfacing material, it was expected that there would be a limited amount of controlled cracking above the joint interfaces in the underlying base slab. However, the surface cracking has proceeded to a greater extent than was originally anticipated and some maintenance work is now required to rehabilitate the damaged areas and curtail further cracking.

The maintenance program will be undertaken this Fall and completed in the Spring of 1977. This work is outside the construction contract and funds are available in the City's share of the Water Street Beautification appropriations."

The City Manager submits the above report of the City Engineer to Council for INFORMATION.

FOR COUNCIL ACTION SEE PAGE(S) 910

MANAGER'S REPORTDATE August 23, 1976

TO: VANCOUVER CITY COUNCIL

SUBJECT: Mobile Equipment - Pacific Centre Garage

CLASSIFICATION: RECOMMENDATION

The City Engineer reports as follows:

"As a result of the opening of the Block 42 section of the Pacific Centre Garage, the City is now operating a large complex, covering two City blocks, and on two levels. There are 1556 parking stalls provided in the garage, served by approximately 12,000 feet of aisle. It is desirable, therefore, that some form of mobile equipment be provided in order that the operators and 'trouble shooters' can quickly travel to any part of the garage where they are needed. This unit could also be used for transporting equipment such as replacement gates and for removing stalled cars which are blocking the aisles or ramps. Such a unit would also speed up service to the public in cases of parkers failing to recall where they parked their car, thereby requiring a search of the garage; or the parker's car battery is dead and requires a jump cable start.

Since the opening of the garage, we have been experimenting in this regard through the use of a small electric golf cart on rental, with the cost being charged against the operating costs of the garage. This unit is not satisfactory since it is neither properly equipped nor of sufficient power to provide adequate service.

As a result, the Engineering Department has tested and evaluated a heavy duty electrical truck against domestic Bronco and foreign import type pick-up trucks and has concluded that the electric truck is cheaper and would service adequately our needs in the garage. It has sufficient power to push cars up the ramps and is small enough that it does not take up valuable parking space in the garage. For the electric truck, maintenance costs are cheaper than for domestic or foreign pick-ups.

The following is a cost comparison:

| <u>Vehicle Completely Equipped</u> | <u>Capital Cost</u> | <u>Annual Operating & Maintenance Costs</u> |
|------------------------------------|---------------------|---|
| Electric | \$4,800 | \$ 500 plus electric power |
| Domestic Pick-up | \$6,000 | \$1,600 |
| Import Pick-up | \$5,500 | \$1,500 |

The D.P.C., operators of the garage, have taken part in the tests and they agree that the heavy duty electric truck would be adequate for their needs.

The Director of Finance advises that, if this purchase is approved, the funds should be taken from the Parking Sites Reserve Fund.

The City Engineer RECOMMENDS that:

The sum of \$4,800 be allocated from the Parking Sites Reserve Fund for the purchase and equipping of the heavy duty electric truck for service in the Pacific Centre Garage."

The City Manager RECOMMENDS that the above report of the City Engineer be approved.

FOR COUNCIL ACTION SEE PAGE(S) 910

D

MANAGER'S REPORT

August 23, 1976

TO: Vancouver City Council

SUBJECT: Sale of Property

CLASSIFICATION: Recommendation

The Supervisor of Property & Insurance reports as follows:

"The following residential lots were approved for sale by Council on March 23, 1976, (In Camera). Accordingly, tenders were called on August 3, 1976, for the purchase of these lots and, under authorization of the Property Endowment Fund Board, for the purchase of the industrial site. Tenders closed at 9:30 A.M., August 23, 1976, and were opened in public.

Recommended that the following offers to purchase be accepted and approved under the terms and conditions set down by Council, being the highest offer received.

1. Single-family Residential Lots 17 to 22 incl., except the N. 10 feet of each Lot, South 1/2 Block 88, T.H.S.L. Plan 2813 Amended. All Lots approx. 33' x 106'.

| <u>Lot</u> | <u>Name</u> | <u>Purchase Price</u> | <u>Terms</u> |
|---------------|-------------------------|-----------------------|--------------|
| 17 ex. N. 10' | Vesta Construction Ltd. | \$36,350.00 | City terms |
| 18 ex. N. 10' | " " " | \$35,650.00 | " " |
| 19 ex. N. 10' | Kline Brothers Realty | \$35,450.00 | " " |
| 20 ex. N. 10' | " " " | \$35,350.00 | " " |
| 21 ex. N. 10' | " " " | \$35,250.00 | " " |
| 22 ex. N. 10' | " " " | \$34,800.00 | " " |

2. Industrial Site (M-1 Zoning), Lot C of Lots 2 to 8, 17 to 20, 22 and 23, Block 270, D. L. 526, Plan 9227. Irregular shape - approx. size: 8,240 sq. ft.

| <u>Name</u> | <u>Purchase Price</u> | <u>Terms</u> |
|--|-----------------------|--------------|
| Victor Properties Ltd.) | | |
| Harmor Properties Ltd.) | \$98,500.00 | City Terms " |
| G. Gordon Karsgaard Enterprises Ltd.) | | |

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Property & Insurance be approved.

FOR COUNCIL ACTION SEE PAGE(S) 910

MANAGER'S REPORT

August 27, 1976

TO: Vancouver City Council

SUBJECT: Contract for Supply and Delivery of Vitrified Clay
Sewer Pipe and Fittings

CLASSIFICATION: RECOMMENDATION

The City Engineer, Purchasing Agent and Director of Legal Services report as follows:

"On July 13, 1976, Council approved the award of the annual supply contract for vitrified clay sewer pipe and fittings to IXL Industries Ltd. of Medicine Hat, Alberta. This firm has not held this supply contract at any time in the past.

This firm has been unable to meet delivery requirements. To date only 5% of the pipe orders have been delivered and no fittings have been received.

Our existing stocks are now depleted to the point where pipe supply has become critical. We have been unable to obtain satisfactory deliveries from IXL; they have not been able to meet any of their "confirmed" delivery dates, and communication with them has been unsatisfactory.

We have five construction crews and twelve connection and catch basin crews, representing a total work force of 180 men, who require daily supplies of clay pipe. One lost day due to lack of pipe represents a cost to the City of approximately \$15,000 to cover the labour force only; this does not include such costs as equipment rental or other miscellaneous costs.

In view of the serious nature of this problem, the Purchasing Agent issued on August 27th, notice to IXL Industries to deliver a substantial specified quantity on or before September 10, 1976. The contractor has been advised that failure to deliver this complete shipment will result in immediate cancellation of the contract in accordance with the Default clause of this contract.

The second low bid meeting specifications for this contract was received from Flex-Lox Industries Ltd. of Abbotsford, B.C. who have always supplied our clay pipe in the past. As reported in the City Manager's report of July 9, 1976, bids from these two firms were as follows:

| Tenderer | Total Price | Adjusted for Local Content |
|-------------------------|--------------|----------------------------|
| IXL Industries | \$223,768.92 | -- |
| Flex-Lox Industries | \$369,306.09 | \$350,840.75 |
| Difference in bid price | \$145,537.17 | |

After allowing for extra costs for laying, stock and repair couplings, the difference in bid price was determined to be \$95,000.00.

The City Engineer, Purchasing Agent and Director of Legal Services

RECOMMEND:

- A) that Council approve the Purchasing Agent's action in the cancellation of this contract with IXL Industries Ltd. should they fail to meet the September 10th delivery deadline.

- B) that, if IXL Industries defaults, the contract for supply and delivery of vitrified clay sewer pipe and fittings be awarded to Flex-Lox Industries Ltd., the second low bidder, at a total cost of \$369,306.09 based on estimated requirements for the next one year period."

The City Manager RECOMMENDS that the recommendations of the City Engineer, Purchasing Agent and the Director of Legal Services be approved.

FOR COUNCIL ACTION SEE PAGE(S) 911

DISTRIBUTED MONDAY

9.14
944

F

MANAGER'S REPORT

DATE: August 27, 1976

TO: VANCOUVER CITY COUNCIL
SUBJECT: Project Turn Down Traffic Volume -
City Sponsored Carpool Parking Incentives
CLASSIFICATION: RECOMMENDATION

The City Engineer reports as follows:

"INTRODUCTION

Project Turn Down Traffic Volume, the City's program to reduce traffic congestion by encouraging the formation of commuter carpools and the adoption of variable work hours by downtown organizations, enters its full scale demonstration phase in mid-September. The project will be widely publicized in the media and contact with downtown employers is already well under way.

The purpose of this report is to recommend that incentives in the form of reduced parking rates and preferential parking locations be offered to carpools of 3 or more persons in Downtown Parking Corporation garages.

BACKGROUND

A preliminary analysis of the pilot phase of this project and of similar projects carried out elsewhere indicates that the success of any carpooling program depends directly on the effectiveness of incentives offered to carpoolers. Commuters driving their own vehicle to work will be reluctant to give up their independence and form a carpool if there is no direct personal benefit of some sort in so doing.

Various types of public incentives can be offered to encourage the formation of carpools. Most typically these fall into two broad categories -- priority highway treatments and parking related. In Vancouver, opportunities for providing preferential highway treatments for carpoolers in the form of reserved lanes or reduced tolls are limited, due to the lack of urban freeways leading directly downtown. As a result, parking measures are potentially the most effective incentives for carpooling in the City of Vancouver.

It is recommended that two measures be offered on an experimental basis to encourage carpooling: 1) provide reduced parking rates in effect Mondays through Fridays only for carpools of three or more persons as outlined in Schedule A, and 2) set aside a number of the better-located spaces within the garages designated for pools until 9 A.M., after such time spaces so designated could be used by any vehicle. It is proposed that these measures be in effect through December 31, 1977 which is coincidental with the Project's duration.

This recommendation is very much in keeping with Council's policy of reducing commuter parking downtown. By having three persons in one vehicle, the spaces of two other commuters, in theory, are no longer required for commuting purposes, and can be used by transient parkers instead.

- 2 -

The administration of the program would be as follows:

Members of carpools of 3 or more persons will apply to Project Turn Down Traffic Volume staff for certification. Project staff upon verification of a bona-fide 3 person or more carpool will assign a carpool number to each pool and notify the DPC to issue a decal valid for use in the applicable DPC lots. This decal may be transferred from vehicle to vehicle in a carpool depending on which member is doing the driving on any given day. Upon entering or leaving a garage, the decal will be displayed in a manner clearly visible to the lot attendant in order to be eligible for the carpool rate. To preclude multiple usage, the attendant will each day note the carpool ID number. Before 9 A.M., vehicles with these decals will be permitted to park in the designated spaces. All vehicles without decals will be required to park elsewhere in the garage. Violators will be warned. After 9 A.M., any vehicle may park in these designated spaces.

Decals will be reissued monthly by the DPC. Recertification of each carpool will be required on a quarterly basis, and the program will be effective Mondays through Fridays only.

The revenue implications to the DPC of adopting these measures have been examined. The adoption of these measures would result in no loss of overall parking revenue, based on rates approved August 10, 1976.

The City Engineer RECOMMENDS:

- A) Council approve the proposed special rate schedules for carpools of three or more persons applicable Mondays through Fridays only as outlined in Schedule A and to be administered as described above, through December 31, 1977.
- B) That these rates be implemented as soon as possible in order to coincide with the Project's overall publicity campaign scheduled to commence in mid-September.
- C) The maximum number of parking decals issued for carpool usage be determined by the City Engineer as warranted by demand."

The City Manager RECOMMENDS that the above report of the City Engineer be approved.

FOR COUNCIL ACTION SEE PAGE(S) 911

PART REPORT TO COUNCIL
STANDING COMMITTEE OF COUNCIL
ON
HOUSING AND ENVIRONMENT

August 26, 1976

A meeting of the Standing Committee of Council on Housing and Environment was held on Thursday, August 26, 1976, at 1:30 p.m. in the No. 1 Committee Room, Third Floor, City Hall.

PRESENT: Alderman Harcourt, Chairman
Alderman Bird
Alderman Boyce
Alderman Cowie
Alderman Rankin

CLERK: J. Thomas

RECOMMENDATIONS:

1. Housing Registry and Relocation Services

City Council on June 1, 1976, when approving additional interim funding to September 30, 1976, to ensure continuation of the housing registry and relocation services program operated by the Red Door Rental Aid Society and Y.W.C.A. Rooms Registry, instructed the Director of Social Planning to report back with statistics on the operation of the two agencies.

The Committee had for consideration a Manager's Report dated August 20, 1976, (circulated) in which the Director of Social Planning reviewed the history of City involvement in housing registry and relocation services and outlined the steps taken to ensure continuation of the program when cost-sharing support was withdrawn by the Provincial Government in April, 1976. The report pointed out the City's financial involvement during the period September, 1974 to September, 1976, totalled \$122,795.66, \$56,000.00 being granted during 1976 for two, three-month interim grants. After presenting a statistical analysis of performance showing applications, referrals, placements, and vacancy listings based on data presented by the Red Door and Y.W.C.A., the Director of Social Planning referred to unsuccessful efforts by the City to convince the Provincial Government to reconsider its withdrawal of supportive funding in view of the valuable service offered by the agencies to welfare families, senior citizens, and handicapped persons. Reference was also made to a meeting on August 17, 1976, when the Board of Directors of B.C. Housing Management Commission reviewed the City's request for its participation in cost-sharing the program and forwarded resolutions for the consideration of the Minister of Housing expressing support for housing registry and relocation services and recommending the Commission develop a sound, working relationship with the Red Door and Y.W.C.A. to ensure all qualified applicants referred by the two agencies be given consideration for public housing.

The report of the Director of Social Planning concluded by recommending the City not continue to assume the full cost of the housing registry and relocation service programs operated by the Red Door and Y.W.C.A.

Mr. R. Kalapinski, Social Planner, reviewed the report with the Committee and representatives of the two agencies were present.

During discussion, Committee members expressed concern that the Provincial Government, while utilizing the services of the two agencies, was abrogating financial responsibility. It was felt the City should not carry the financial burden alone and efforts to secure a funding commitment from the Provincial Government should be renewed.

Part Report to Council
Standing Committee of Council
on Housing and Environment
August 26, 1976 2

Clause 1 Cont'd

Following discussion it was

RECOMMENDED,

- A. THAT interim funding for housing registry and relocation services be extended for a further period of three months to December 31, 1976, in the amounts of \$18,000 - Red Door Rental Aid Society and \$10,000 - Y.W.C.A. Rooms Registry.
- B. THAT the Minister of Housing be requested to meet with the Standing Committee on Housing and Environment in Vancouver for joint discussions on the future of housing registry and relocation services in the City.

2. L.I.P. Grant Program - Marpole-Oakridge Area Council

The Committee received an oral presentation by Ms. Pam Hall on behalf of Marpole-Oakridge Area Council requesting sanction and support for the Area Council's application for a grant under the Federal Local Initiatives Program for 1976-77. Ms. Hall advised the grant would finance the clean-up of the undeeded City-owned parkland at the foot of Angus Drive and a number of small playgrounds in the Marpole-Oakridge area.

Following discussion it was

RECOMMENDED,

THAT Marpole-Oakridge Area Council L.I.P. grant application for a parks clean-up project be sanctioned and supported;

FURTHER THAT the above parks clean-up project be co-ordinated with Park Board staff.

FOR COUNCIL ACTION SEE PAGE(S) 911

* * * *

II

REPORT TO COUNCIL

STANDING COMMITTEE OF COUNCIL
ON FINANCE AND ADMINISTRATION

August 26, 1976

A meeting of the Standing Committee of Council on Finance and Administration was held on Thursday, August 26, 1976, at 1:30 p.m., in the No. 3 Committee Room, third floor, City Hall.

PRESENT: Alderman Volrich, Chairman
Alderman Kennedy
Alderman Marzari
Alderman Sweeney

ABSENT: Alderman Bowers

CLERK: G. Barden

INFORMATION

1. Festival Concert Society -
Cultural Grant Request

Mr. J.J. Johannsen, Executive Director, Festival Concert Society, reported that the Society would like to present a series of Sunday Coffee Concerts commencing in September in the Queen Elizabeth Playhouse. The Society has requested the City grant an amount of \$3,000 estimated to be 50% of the amount of rental the Society would have to pay the City for the use of the Queen Elizabeth Playhouse.

The Director of Social Planning reported that he would like to review the submission and it was

RESOLVED

THAT the matter be referred to the Director of Social Planning for consideration and report back to the Committee on September 9, 1976.

RECOMMENDATION & CONSIDERATION

2. Harbour Park Plebiscite Wording

On July 27, 1976, City Council passed the following motion:

"THAT the following wording of the ballot, as proposed by the Save the Entrance to Stanley Park Committee, be approved in principle, after the inclusion of the amount involved, and the appropriate City officials report on the legality of the wording:

'Do you wish to retain in the public domain the City of Vancouver's present ownership of the Harbour Park site between Gilford and Denman Streets?'"

The Committee discussed the wording of the ballot with Civic officials and the amount to be included in the wording. It was noted that the total cost related to the development site between Gilford and Denman Streets is \$4,840,300 made up as follows:

| | |
|-----------------------------|-------------|
| Original Cost | \$4,421,300 |
| Interest on Loan | 250,000 |
| Taxes (Distributed by Area) | 108,500 |
| Miscellaneous Costs | 25,500 |
| Final Demolition | 35,000 |
| TOTAL | \$4,840,300 |

cont'd....

Clause 2 continued

It was felt by some Committee members that the taxes should not be included in the total amount of the ballot.

The Committee noted that the Harbour Park property had been purchased with the full intent of allocating funds to purchase it and recouping the funds by the sale of a piece of the property for development. Now, the Council will be asking the public whether or not they wish to retain all of the property and the Committee was concerned that the ballot could not contain enough information so that the public would be clearly aware of what they were voting on. It was agreed that an information brochure would be circulated to the public outlining the background of the development site after submission to the Committee and Council for final approval.

Following further discussion, it was

RECOMMENDED

- A. THAT the following wording be approved for the Harbour Park site ballot:

"Do you wish to have the City retain its ownership of the Harbour Park site between Gilford and Denman Streets by the use of \$4.84 million from reserve funds?";

FURTHER THAT the City Clerk be instructed to take all necessary action to place this plebiscite before the electorate concerned.

The following motion resulted in a tie vote and is therefore submitted to Council for consideration:

- B. THAT the amount of the taxes on the site be removed from the total amount included in the ballot.

RECOMMENDATION

3. 1977-81 Five Year Plan Ballots

The Committee considered a Manager's report dated August 13, 1976, on proposed wordings of the four 1977-81 Five Year Plan ballots.

The Committee discussed the wordings and suggested certain changes be incorporated by the Director of Finance following discussion with the Director of Legal Services, the Park Board and the City Engineer. Also, it was agreed that the top of each ballot should clearly indicate the subject the public will be voting on.

The Superintendent of Parks stated that the Park Board would support all of the four ballots and hoped that City Council would also be unanimous in their support.

The Chairman stated that he would arrange a meeting with the City's public relations consultant on the Five Year Plan plebiscites, the Superintendent of Parks and the City Engineer to see how elected people can most effectively become involved in the publicity of the plebiscite.

Following further discussion, it was

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Clause 3 continued

RECOMMENDED

- A. THAT the wordings of the ballots be approved as discussed, and the Director of Finance report to Council on the revised wordings of the ballots following discussion with the Director of Legal Services, the Park Board and the City Engineer.

- B. THAT these Five Year Plan plebiscites be put to the electorate under Section 245 of the Charter and the City Clerk be instructed to take all necessary action in connection therewith.

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The meeting adjourned at approximately 3:20 p.m.

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FOR COUNCIL ACTION SEE PAGE(S) 912-913